

Volume 3, Issue 8
1 AUGUST 2009

Civil Air Patrol/Cape May



CAPE MAY COUNTY SQUADRON CIVIL AIR PATROL

SQUADRON

From the Commander

The summer is fast approaching its mid-point, and there are still a lot of things to be done. One thing I would strongly encourage our Cadets to do, is to attend the New Jersey Wing's Cadet Basic Encampment. The encampment is being held at Fort Dix, New Jersey from 15 August to 22 August 2009. The cost is \$125.00 for the entire week of required training. Cadets must attend Basic Encampment in order to attend training or events outside of the New Jersey Wing, earn their Billy Mitchell Award or attend any National Cadet Special Activities.

Cadets must register online via the Wing web site or the Squadron's web site before the **08 August 2009 @ 2355 hours** cut-off date. Those cadets that do not apply online before that date are left out of this year's attendance. You can register online at:

<http://2009njwgencampment.eventbrite.com/> .

Cadets attending the encampment will be required as per the National Commander, to complete the Basic Operational Risk Management course, either online at: **<http://members.gocivilairpatrol.com/safety/orc.cfm>** or during their first day at encampment. Either way, you will have to complete the course.

Try to do so prior to arriving at encampment so that it will be one thing less to worry about. If you need items and we have them at the squadron, see Supply to sign them out and return them when you complete the encampment. Talk to any cadet who has completed Basic Encampment before, they can fill you in on what to expect.

We will be attending the National Night Out at Lower Cape May Regional High School on 04 August 2009, we will do some recruiting and have some fun that night, see you there around 1730 hours until approximately 2000 hours.

The Atlantic City Air Show is here again, the date is 19 August 2009. We will be performing the functions we did last year, providing a safe place to land for the U.S. Army Golden Knights Parachute Team to jump on the beach. This year, the main event is the U.S. Air Force Thunderbirds. Come out and enjoy a Great time and a Free Air Show.

Group 225 will be hosting Cadet Orientation Flights on the 29th and 30th of August 2009 at Hammonton, Millville and South Jersey Regional airports. Look for the announcements on Dragon Mail. Cadets are entitled to 5 Free powered and 5 Free glider orientation flights, so you

(continued from page 1) might want to take advantage of the Free Flying while you can.

Any Mission Management Staff member, from GBD to IC has the opportunity to attend the U.S. Air Force Rescue Coordination Center's Inland Search and Rescue Class that is being offered 21 September to 25 September 2009. Contact LtCol. Richard Olszewski to register for this outstanding and educational course.

“SEMPER OPTIMUS “

Kevin L. Barstow, Captain/CAP



Operations

<http://soaringsafety.org/school/wingrunner/toc.htm>

Completing the Wing Runner Course is very important for all who plan to participate in glider operations. We had a successful night soaring last week in Woodbine, and hope to do it again soon. The link above will take you to the Wing Runner Course. After completion of the test, print out a copy of your certificate to bring to the squadron. You can also find the Wing Runner Course on the NJ Wing site— click on **Operations** on the left, then **Glider Program**, then scroll to the bottom to find **Wing Runner Course**.

Maj Richard Fellows
Operations Officer, NER NJ-009

Upcoming Events

4 August - Lower Twp National Night Out

15-22 August –NJ Wing Basic Encampment

19 August - Atlantic City Airshow

19 September - Ocean City Air Fest

HAPPY BIRTHDAY!

2Lt Victor Hartley
1Lt Robert Zeier
C/A1C John Edwards



Welcome New Members

C/AB Sullivan Edwards

Anniversaries

SM John Brier
2Lt Lance Williams
C/AB Tyler Hentges

To All Cadet Personnel:

Uniforms issued by USAF are accountable. When personnel leave, squadron uniforms will be turned in. This is a Must! If you have any questions, see Supply.

Maj Wayne Ingling
Supply Officer



It is with our deepest regret that we announce the passing of our K-9 dog Chaos. 1Lt Diana Akeret, Chaos' owner and handler, announced that Chaos passed away due to medical complications on 31 July. Chaos had recently qualified to perform Woodland Search and Rescue and

attended K-9 cadaver training in WV. Chaos will be sorely missed here at the squadron where he became a friend to all. You can send your condolences to 1Lt Akeret at: chaosdogs1@yahoo.com

Cadet Program

Cadets,

This month is going to be a busy one. If you have yet to test on the Model Rocketry Modules (Redstone, Titan and Saturn) please make arrangements to do so. Also, August is a great time to finish studying for your achievement tests so you can complete them before the school year starts. This summer has really gone by fast and this coming year promises to be faster. If you need help with an achievement, please speak to your Element Leaders and they will help you, but it is up to YOU to ask.

Capt Tony Simon
Deputy Commander for Cadets
NER NJ-009

From the Commander

On 28 July 2009, I had the privilege to attend the Change of Command Ceremony for one of our cadet's parents, Cadet Brendan Flynn's father, Commander Paul Flynn. Commander Flynn was the Commander of the U.S. Coast Guard Cutter Vigorous, home ported in Cape May, New Jersey. Commander Flynn is being transferred to the U.S. Coast Guard Academy; assuming the duties of School Chief, Officer Candidate School.

As a veteran of the U.S. Coast Guard, I was pleased to receive an invitation to this prestigious and time honored event.

A Change of Command Ceremony is unique to naval service, in which the U.S. Coast Guard is considered one of, without an equivalent counterpart in the Army or Air Force.

Custom has established that this ceremony is formal and impressive – designed to strengthen the respect for authority which is vital to any military organization. Parading of all hands at quarters and public reading of official orders stems from the days of slow mail. The heart of the ceremony is the formal reading of official orders by the relieving officer and the officer relieved. This simple procedure is duplicated hundreds of times around the world throughout the Coast Guards and Navies of the world as each watch officer passes responsibilities to their relief in the conduct of each command routine.

I was honored to be invited to be in attendance to this ceremony by Commander Flynn, whom I have the utmost respect for. I wish you fair winds and following seas in your future endeavors. Bravo Zulu on your command.

Kevin L. Barstow, Captain/CAP

A Note From the Cadet Staff

In writing my squadron newsletter the first thing that comes to mind is the upcoming squadron meeting at which we are going to have some fun with the glider (July 30). I am especially excited, as it will be the first time that I have ever experienced a glider flight or any non-powered aircraft for that matter. My first experience with gliders was at the Ocean City Air Fest where C/Capt Kooker flew the Cape May Co. Composite Squadron glider in, and then, after the show, I helped him take off again by running one of the wings for him. I hope that in all the excitement, everyone can still take the time to appreciate the physics involved and the lessons of flight that are to be learned from the non-powered flight of such an airworthy glider.

C/SMSgt Craig Coughlin
NCOIC, NER NJ-009

Aerospace Education

IT'S THE BORING STUFF THAT GIVES YOU BROADER KNOWLEDGE

Ed Wuerker, Miles Barrett and myself went to the PILOT WORKSHOP Saturday, scheduled for 6 hours.....what could they have in mind?

I went there expecting little, we got to our seats, and from that point on it was all GOOD. The room was professionally arranged and a power point presentation was given. It started with the standard drill "leave the place better than we got it," the next presentation was about the form 5 pilots of which the NJ wing has plenty registered, however not many active. The question has to be asked why so many showed up to this meeting when almost half are not current! Could it be they want to be current or they there because they really like going to meetings? Either way, all were very interested to be there.

The next topic was orientation flights. We have so many cadets, and so many aircraft available to fly them in, what is going on.....some areas are very weak in this organization others not so bad. We did have a lot of rain days.....this could be a problem. Not just weather gets in the way. There are many other factors. Ours at NJ009 has been problematic with availability of the Maule A/C..... which will be back very soon in Cape May.

The others subjects covered were correctly filling out paperwork before, during, and post flight, additional studies pertinent to our flights, and new aircraft information available at NJWG.gov. The modifications made to A/C information is truly an improvement and the people involved did work diligently to complete it.

All and all that was a day well spent, I'm glad I could make it. I had some great company.

2Lt Lance Williams, Aerospace Education Officer, NER NJ-009

Health Services

Hyperthermia, in its advanced state referred to as heat stroke or sunstroke, is an acute condition which occurs when the body produces or absorbs more heat than it can dissipate. It is usually caused by prolonged exposure to high temperatures. The heat-regulating mechanisms of the body eventually become overwhelmed and unable to effectively deal with the heat, causing the body temperature to climb uncontrollably. Hyperthermia is a medical emergency which requires immediate treatment.

Hyperthermia can be created artificially by drugs or medical devices. Hyperthermia therapy may be used to treat cancer and other conditions. Malignant hyperthermia is a rare complication of some types of general anesthesia.

The opposite of hyperthermia is hypothermia, caused when an organism's temperature drops below what is required for normal metabolism. Hypothermia is caused by prolonged exposure to low temperatures and is also a medical emergency requiring immediate care.

Body temperatures above 40°C (104 °F) are life-threatening. This compares to normal human body temperature of 36-37°C (97-98°F). At 41°C (106 °F), brain death begins, and at 45°C (113°F) death is nearly certain. Internal temperatures above 50°C (122°F) will cause rigidity in the muscles and certain, immediate death. Heat stroke may come on suddenly, but usually follows a less-threatening condition commonly referred to as heat exhaustion or heat prostration.

One of the body's most important methods of temperature regulation is perspiration. This process draws heat from inside, allowing it to be carried off by radiation or convection. Evaporation of the sweat furthers cooling, since this endothermic process draws yet more heat from the body. When the body becomes sufficiently dehydrated to prevent the production of sweat this avenue of heat reduction is closed. When the body is no longer capable of sweating, core temperature begins to rise swiftly.

Victims may become confused, may become hostile, often experience headache, and may seem intoxicated. Blood pressure may drop significantly from dehydration, leading to possible fainting or dizziness, especially if the victim stands suddenly. Heart rate and respiration rate will increase (tachycardia and tachypnea) as blood pressure drops and the heart attempts to supply enough oxygen to the body. The skin will become red as blood vessels dilate in an attempt to increase heat dissipation, sometimes leading to swollen lips. The decrease in blood pressure will cause blood vessels to contract as heat stroke progresses, resulting in a pale or bluish skin color. Complaints of feeling hot may be followed by chills and trembling, as is the case in fever. Some victims, especially young children, may suffer convulsions. Acute dehydration such as that accompanying heat stroke can produce nausea and vomiting; temporary blindness may also occur.

Heat stroke is a medical emergency requiring hospitalization, and the local emergency services should be notified as soon as possible. The body temperature must be lowered immediately. The patient should be moved to a cool area (indoors, or at least in the shade) and clothing removed to promote heat loss (passive cooling). Active cooling methods may be used: The person is bathed in cool water, a hyperthermia vest can be applied,

insulation and increase the body temperature. Cold compresses to the torso, head, neck, and groin will help cool the victim. A fan or dehumidifying air conditioning unit may be used to aid in evaporation of the water (evaporative method). Immersing a patient into a bathtub of cool - but not cold - water (immersion method) is a recognized method of cooling. This method requires the effort of 4-5 persons and the patient should be monitored carefully during the treatment process. This should be avoided for an unconscious patient; if there is no alternative, the patient's head must be held above water. Immersion in very cold water is counterproductive, as it causes vasoconstriction in the skin and thereby prevents heat from escaping the body core.

Hydration is of paramount importance in cooling the patient. This is achieved by drinking water (Oral re-hydration). Commercial isotonic drinks may be used as a substitute. Intravenous hydration (via a drip) is necessary if the patient is confused, unconscious, or unable to tolerate oral fluids. Alcohol rubs will cause further dehydration and impairment of consciousness and should be avoided. The patient's condition should be reassessed and stabilized by trained medical personnel. The patient's heart rate and breathing should be monitored, and CPR may be necessary if the patient goes into cardiac arrest. The patient should be placed into the recovery position to ensure that the person's airway remains open. Eventually, as body organs begin to fail, unconsciousness and coma will result.

The risk of heatstroke can be reduced by observing precautions to avoid overheating and dehydration. Light, loose-fitting clothing will allow perspiration to evaporate. Wide-brimmed hats in bright color keep the sun from warming the head and neck; vents on a hat will allow perspiration to cool the head. Strenuous exercise should be avoided during daylight hours in hot weather; so should remaining in enclosed spaces (such as automobiles).

In hot weather people need to drink plenty of liquids to replace fluids lost from sweating. Thirst is not a reliable sign that a person needs fluids. A better indicator is the color of urine. A dark yellow color may indicate dehydration. It is debated whether water or sports drinks are more effective to regain fluids. However, drinking only water without ingesting any salts will lead to a condition known as hyponatremia, which can cause sudden death from heart attack. Humans lose salts through sweat and urine which also need to be replaced along with fluids.

The Occupational Safety and Health Administration in the United States publishes a heat stress Quick Card that contains a checklist designed to help prevent heat stress. This list includes:

- Know signs/symptoms of heat-related illnesses
- Block out direct sun or other heat sources
- Use cooling fans/air-conditioning; rest regularly
- Drink lots of water; about 1 cup every 15 minutes
- Wear lightweight, light colored, loose-fitting clothes
- Avoid alcohol, caffeinated drinks, or heavy meals

Maj Richard Fellows
Health Services Officer
NER NJ-009

From the Chaplain

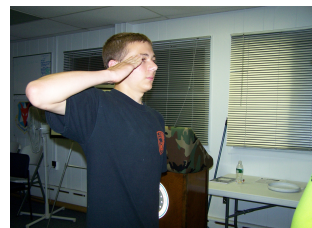
Appreciation for CAP from local community leaders!

CAP was named as instrumental in helping the family members deployed on the USCG Cutter VIGOROUS this week by CDR Paul Flynn. In the Change of Command ceremony CAP was named as one of the vital organizations – while a parent is deployed for 55 days making 'drug bust' or rescuing casualties at sea they can focus on the mission trusting their own children have great mentoring and role models. Capt Kevin Barstow our NJ009 CO and I your Chaplain/Pilot smiled with pride knowing what an honor it is to be part of such a professional volunteer organization of cadets and senior members. But it was still great to hear the public recognition from our local heroes of the sea service and hear how much CAP impacts their missions and peace of mind. BZ to all CAP!

LtCol Miles Barrett
Moral Leadership/Character Development Officer
NER NJ-009



C/2Lt Michael Quinn to C/1Lt



C/MSgt Dylan Rutherford to C/SMSgt

C/A1C Louis Sicilia to C/SrA

Congratulations on your promotions!



Public Affairs

I just want say thank you to all the senior members, cadets, and parents who helped with our glider ops this past week. We had a fun time and enjoyed a lot of good food and drinks. It was definitely a great success! All we needed was more daylight to get the last two cadets up! Cadets Craig Coughlin and John Edwards– you are first up in the glider next time! Thank you everyone! We hope to do it again very soon! Any questions, please email!

1Lt Sandra Kooker, PAO, NER NJ-009 ejsltb@comcast.net

From the Cadets

I have enjoyed my first few weeks at Civil Air Patrol. My cousin John Edwards told me about Civil Air Patrol and asked if I wanted to join. I was very excited to go. In my first lesson with Chaplin Barrett I learned about respect and honesty. I also really liked it when we took the dogs Riot and Chaos out to do a search and find. Chaos is an great cadaver dog and Riot is great at finding people. I can't wait for the weeks to come. Thank you,

C/AB Sullivan Edwards

Two weeks ago I went to the 4-H fair as part of a requirement for me to promote to cadet airman. It was a very hot but enjoyable experience. There was a Coast Guard recruit there who was also in CAP. He talked about how training is like encampment times thirty and how CAP got him ready for it. On the subject of encampment, I am going this year and hope to enjoy what I can.

C/AB Ian Borgo

I am moving to Connecticut in August. I am sure that Civil Air Patrol is the best thing that I started in New Jersey. I will continue CAP in CT. When I come back to visit, you all are going to be at least 1 grade higher, and I'll be at least a Master Sgt. Thanks for everything!

C/TSgt Flynn



Photos from our glider night—30 July



A big thank you to Capt Callahan, 1Lt Wuerker, and Capt Barstow for making the Glider

Ops possible!

